

NEWSFLASHES

Items for the 'Newsflashes' (and Tailpieces) section of Underground News may be sent to the Editor by post and also by E-Mail, to the following address: editorUN@lurs.org.uk

NF 49/17 – Noted on a whistle-stop visit to the Glasgow Subway on Monday 24 April 2017 was that St. George's Cross was the only station at platform level to have refurbishment work completed.

NF 50/17 – It has been announced that the new Postal Museum (in Phoenix Place, Clerkenwell) will open in July. Tickets are expected to be available by the time you read this. www.postalmuseum.org

NF 51/17 – The procurement notice for 43 new DLR trains in 2021-24 mentions an option for a further 34 trains. Appendix 3 of a paper to the March 2017 meeting of the Programmes and Investment Committee showed future possible service enhancements which could take the order to 109 or more trains by 2050. 34 trains would cover the first three programmes of this table. It excludes the one train required for three-car Stratford to Canary Wharf service by 2026, presumably now achieved by efficiencies. 15tph Stratford to Lewisham by 2032 requires five trains to meet Isle of Dogs and Stratford growth. The Royal Docks 2 programme will require three trains by 2034 for 22½ tph to Woolwich, six trains by 2039 for 22½ tph Beckton/Thamesmead shuttle, four trains by 2041 for 15 tph Woolwich to Stratford, and four trains by 2044 for 15 tph Stratford to Beckton/Thamesmead. Royal Docks 3 programme then requires five trains by 2047 for 30 tph Woolwich to Poplar service, and seven trains by 2050 for 30 tph Poplar to Beckton/Thamesmead.

Other programmes likely by 2050, but not in this order, need four trains to run 22½ tph Stratford to Canary Wharf, and another five trains to run 30 tph on this route. 36 tph on the DLR, considered maximum service, would require a further 22 trains. Future undated extensions would require one train for Barking Town, to serve a North Beckton new town centre, five more trains for a Barking to Thamesmead service in the 36 tph DLR, and one or two more trains for an Abbey Wood extension from Thamesmead – see

eprocurement.tfl.gov.uk/epps/cft/prepareViewCfTWS.do?resourceId=959278

NF 52/17 – We are told that TfL is to award new contracts to manage its facilities. Some 50 contracts have been consolidated into five, reportedly saving £34-million. The five contracts have been awarded to Engie Services Ltd., Interserve Facilities Management Ltd., Lanes Group plc and Vinci Construction UK Ltd. The companies will be responsible for the provision of services and management of TfL facilities, which will include fire protection, mechanical and electrical facilities (e.g. power and water), buildings maintenance and reception services. The contracts (total value £320-million) include a commitment to pay all employees the London Living Wage. The sixth contract for cleaning is expected to be awarded in the summer.

NF 53/17 – Following the closure of LU ticket offices, by the time you read this, inroads should have been made in closing the former Network Rail ticket offices, now part of London Underground, with new ticket vending machines to be installed before closure. Passengers at these stations can manage all the Oyster transactions currently available at other London Underground stations, on top of the National Rail transactions available on the existing machines. As the new ticket machines are commissioned the ticket offices will be closed. As this issue closed for press, the dates when the new machines will be installed at each station were as shown below. It remains to be seen if these plans are adhered to and if Kensal Green will hold the dubious honour of being the very last LU ticket office to close.

Gunnersbury – mid June
Kew Gardens – mid June
Wembley Central – early July
Harrow & Wealdstone – mid July
Queen's Park – mid July
Harlesden – early August

Kenton – early August
South Kenton – early August
North Wembley – mid August
Stonebridge Park – mid August
Kensal Green – late August

NF 54/17 – The construction of new signalling equipment rooms (SERs) for the new SSR resignalling appears to be complete at Triangle Sidings, Lillie Bridge, Tower Hill (disused station), Whitechapel, Dagenham East and Upminster Depot.

NF 55/17 – Further to NF 46/17, the Labyrinth panel at Leytonstone has been moved back to its original position in the platform 3 waiting room. Your reporter should have been suspicious over the earlier Leytonstone move, as a frame was left in the platform 3 waiting room. After the move back, all that remains on platforms 1 and 2 are some damaged tiles. Also, further to NF 88/16, the litter sack holder below the Labyrinth panel at Debden has been removed (but not back to its previous position). If a job's worth doing, it's worth doing twice!

NF 56/17 – It is reported that the Farringdon City Sidings project is back 'on'. There will be ten berthing spaces between the west end of Barbican and Moorgate for trains (S7 or S8, although it is anticipated that S7s will be the norm). New scissors crossovers are to be installed at Barbican and Moorgate. Work is due to begin in March 2018 and be completed in December 2019.